

CHAL 0950-60
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12 April 1960

MEMORANDUM FOR : Acting Chief, Development Projects Division

SUBJECT : Additional J75 Conversion

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1. In the course of a meeting with Mr. Bissell last night (11 April), he asked about the present condition of 349. I told him that it was still down in the rice paddy near [REDACTED] and would have to be laboriously snaked out, probably a piece at a time. I added that we had no information about the extent of the damage to the aircraft except for a preliminary statement from [REDACTED] to the effect that the damage appeared less than to 360 which ended up in an unscheduled landing at [REDACTED] last September 24.

2. I told Mr. Bissell that we were planning to return 349 to the States for rehabilitation, and at that point suggested to him that while it was being torn down in the IAC shops anyway, we might be well advised, if there were no large structural changes, to think about combining the repair job with a J75 conversion, thus using one of the two J75 engines Colonel Geary might otherwise be obliged to return to Air Force inventory. I mentioned that the necessary tin for the conversion had been cut at the time of our last J75 conversion.

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3. To the above suggestion Mr. Bissell reacted quite favorably and said that he felt we should by all means see if we could do this. I told him that we had programed [REDACTED] in Fiscal Year 1960 for J75 conversion and that I had been informally advised that [REDACTED] of this amount had not been spent for this purpose, although this figure had been applied to offset the total IPD deficit figure for Fiscal Year 1960. Thus, any expenditures for either repair of 349 or a J75 conversion under SP-1920 would have the net effect of increasing the Division's deficit by the amount involved. I pointed out to him that the repair of 360 had cost [REDACTED] not including [REDACTED] worth of GFE. Assuming that 349 might possibly be repaired by say [REDACTED] plus [REDACTED] worth of GFE, the conversion engineered at this time might be possible at a savings over the cost of a standard J75 conversion. 25X1A

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4. As long as Mr. Bissell is thinking along these lines, you may wish to suggest to him the conversion of a second U-2 to the J75 configuration as an effective means of utilizing our available supply of J75 engines as well as providing us with a greater tactical capability.

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[REDACTED]
Chief, Administrative Branch
DPD

CC: DD/P (Copy No. 3)

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